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OXC-2390
Copy 6 of 6

4 October 1961

MEMORANDUM FOR : Deputy Director (Plans)

THROUGH : Acting Chief, DPD

SUBJECT : OXCART Weekly Review for Period from 21 September to 3 October 1961

1. Meetings and Contacts:

a. On 22 September, Rod Scott and Perkin-Elmer project personnel met with the DD/P and Mr. Kiefer for the purpose of reviewing P-E camera status.

25X1A

b. [redacted] visited Pratt & Whitney 22-26 September for the purpose of obtaining a status report on engine and controls problems in preparation for the 28 September meeting at Hamilton-Standard. A copy of [redacted] report was made available to the DD/P prior to the Hamilton-Standard meeting.

25X1A

[redacted]

25X1A

d. On 28 September an engine/controls review meeting was held at Hamilton-Standard with representatives of P & W, Hamilton-Standard, Lockheed, USAF and Project Headquarters, including the DD/P, present.

25X1A

e. On 29 September, [redacted] met with P & W contracting officers for the purpose of commencing negotiations on the P & W prototype engine overrun. A separate report is being prepared for the DD/P concerning this meeting.

f. On 29 September, after consultation with Perry Pratt, Mr. C. L. Johnson indicated that P & W and Lockheed are looking at the possible use of the J-75 engine for OXCART early test flight purposes. On 3 October, Messrs. Johnson and Pratt reported that the J-75/19W with a -17 afterburner, capable of 26,000-26,500 lbs. thrust with water, will fit nicely into the A-12 nacelle. Mr. Johnson

25X1

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states that at the moment the utilization of the J-75 for first flight looks good. However, he wishes to defer until 6 October before reporting his findings and recommendations to the DD/P. Meanwhile, Col. Geary is placing a hold on six J-75 engines and afterburners for contingency purposes. According to Mr. Johnson if all goes well with the J-75, a January or early February A-12 first flight would appear feasible.

25X1A

g. On 29 September Mr. Halaby and Col. Rochte (FAA Supersonic Transport Project Officer) visited Lockheed. This was a first visit to Lockheed for Col. Rochte.

h. On 2-3 October, [redacted], [redacted] replacement, visited [redacted] and Lockheed. This is [redacted] first OXCART orientation field trip. He will concentrate on OXCART airframe and airframe related systems matters for the Development Branch.

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i. [redacted] plan to visit P & W, West Palm Beach, 4 October for the purpose of giving the latter an orientation briefing on engine matters. Mr. Kiefer also will receive a follow-up detailed briefing from P & W and Hamilton-Standard personnel on controls problem areas.

25X1A

25X1A

j. [redacted] received a status report from P & W on 3 October covering the engine running at West Palm Beach for the week ending 2 October:

(1) Twenty-two hours D-20 engine time was accumulated, including 8 hours afterburner time and 2 hours heated inlet time. Engines Nos. 112, 114 and 117 were operating intermittently during this period.

k. On 4 October, [redacted] notified [redacted] that Engine No. 115 commenced an X engine FFRT run on 3 October and that 15 hours time has been accumulated. The engine was still running at the time of the P & W report.

25X1A
25X1A

l. An M-H report on the A-12 and tanker rendezvous problem was received by Project Headquarters. A copy is being made available to the DD/P under separate cover. Meanwhile, a meeting is being scheduled for 12 October to review M-H recommendations with Lockheed.

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m. Messrs. Kirkpatrick, [redacted] of the Inspector General's office visited [redacted] 27 September and all except Mr. Kirkpatrick visited Lockheed 3 October. 25X1A 25X1A

n. Messrs. White, Garrison and Jim Cunningham visited [redacted] 3 October and plan to visit Lockheed 4 October. 25X1A

2. Agenda for Development Branch meeting scheduled with the DD/P for 4 October: 25X1A

a. Recent P & W engine running time accumulation and problems.

b. Description of J-75/19W and performance.

c. Status of key USAF personnel [redacted] 25X1A

d. DPD special projects organization and philosophy of operation in support of OXCART.

e. [redacted] situation. 25X1A

3. Decisions Required

a. Perkin-Elmer requires a decision regarding the delivery date of Camera No. 2. If P-E is permitted to slip the delivery of Camera No. 2 from June to August, significant weight reductions can be made in the No. 2 camera system.

b. Should the first two X engines eventually be transferred to the engine development program or be converted into Y engines? P & W is preparing a cost proposal covering the utilization of two X engines in the engine development program.

JOHN PARANGOSKY
CH/DB/DPD

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